

PRICE, \$2.50 PER MONTH

Business Notices.

0- Hong Kong, April 5, 1944. 987. Keesing, Keesing 24, 1944. 1907

Six marine store dealers were fined sums ranging from \$5 to \$25, at the Magistrate's court, for neglecting to have their names and the words 'dealer in marine stores or old metals,' painted on a board, and hung in front of their shops.

The conviction over a row and then of some houseboy who has been discovered appropriating his employer's goods almost shatters one's faith in the Chinese domestic servant, and we begin to wonder whether there are any honest 'boys' to be found. On the 19th inst. Mr. David Kennedy, Causeway Bay Stables, engaged a houseboy. The fellow worked away quietly for a few days until he discovered where the valuables were kept. On the 22nd the boy disappeared, along with a number of articles of jewellery and money. Mr. Kennedy reported the matter to the Police. A Chinese detective was soon on the track of the 'boy,' and the following morning at half-past ten found him in a house at Yau-nai. When found the whole of the jewellery stolen, to the value of over \$500, was found on his person. The articles stolen were two gold watches, three gold scarf pins, three gold scarf rings, one gold bracelet, one Chinese gold coin, one gold medal gained for the Hongkong International tug of war of 1890, one silver medal gained for throwing the hammer at home, and \$1.00 in money. A metal chain and a silver watch, to the value of \$30, the property of George Bayford, assistant to Mr. Kennedy, was also stolen. At the Magistrate's court today the prisoner was brought up on two charges. He admitted stealing the articles belonging to Mr. Kennedy. Inspector Mann asked that the case be remanded, and Commander Hastings granted a remand till Friday at two o'clock.

COMMANDER Hastings, Acting Police Magistrate, gave judgment today in a charge against two Chinamen for keeping a common gaming house at No. 17 Lyndhurst Terrace, and against eight other Chinamen with playing in a common gaming house. The ten prisoners were arrested on 10th June by Inspector Quinney and Sergeant Holt, along with three Chinese detectives. Hon. Dr. Hu Kai and Mr. J. Hastings appeared on behalf of the defendants when the charge was heard at the Magistrate's. It was alleged by the prosecution that the defendants when disturbed by the Police were engaged in a game of pai kau. His Worship, by his judgment today, discharged the ten prisoners. He said it had been urged that the place was a club to which the public at large had no access. The bank was not kept by one or more players exclusively; that the chances of the game were alike favourable to all the players, including the banker or manager; that no commission or percentage was charged in connection with the game, the stakes or the winnings. The game was *tin kau* and not *pai kau*, and that had it been *pai kau* there would have been no infraction of the Ordinance. The prosecution asserted that no obstruction having been offered by the doorkeeper to the entrance of the two Chinese detectives, who were not members of the Club, that the general public were admitted. Mr. A. W. Brown said he knew his boy was the registered occupier of the Club, and it was by his permission he undertook the duties of Secretary. Another witness for the defence, though not a member, admitted that he used the Club repeatedly since its opening. He used to go to meet a friend. A number who had never been invited used to sit and smoke there. It was also stated there were fourteen shareholders in the Club, and the names of ten were given. Of the ten defendants, one was the doorkeeper and another was alleged to be a servant. The prosecution were unable to prove that the bank was kept exclusively by one or more players, or that any commission was charged, and it therefore failed.

THE TANGSHI YAMEN, according to news received from our native correspondent in Peking, has received quite a number of long telegrams from H. E. Li Heng-chang at Moscow. Amongst them is an account of the congratulatory ceremonies, in which H. E. Li, in congratulating the Czar on behalf of the Emperor Kuang Hui and for himself, dwelt on the intimate friendship and championship of Russia when China was at the mercy of her foes. Further, it was H. E. Li's sincere hope that the two countries would henceforth march onward hand in hand, and in this way guarantee the future peace of Asia. The Czar's answer was most cordial and almost identical in ideas.—N.-O. Daily News.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, June 23.

A ROW IN THE VICEROY'S YAMEN.

It is rumoured here, that there was a slight disturbance at the Viceroy's Yamen a few days ago. It appears that the Authorities decided to disband some hundreds of Hunan 'braves,' but wished to send them back to their native province without supplying them with passage money—no the report runs. They, of course, were naturally unwilling to travel under those conditions, and threatened to bring the Viceroy to reason by pulling down the Yamen about his ears. This led to a general reconsideration of the soldiers' claims, and it was ultimately decided to pay the 'braves' \$4 each, and on this basis the matter is *pro tem.* satisfactorily arranged.

THE PREVENTION OF CONFLAGRATIONS.

The Cantonese are adopting very extensively the new arrangement as a prevention against fire, which I mentioned some time ago. Street after street is being supplied with what the Chinese call 'water dragons,' and soon a net work will be laid underneath all the most important streets, through the pipes of which water will be pumped by engines situated on the banks of the Pearl River. I see, moreover, that the great trading mart of Fatsien is adopting the same preventive. Passing through the town a few days ago, I observed an engine making its first effort and pumping large volumes of water over the roofs of the houses. Masses of people surrounded the engine room and occupied every nook of vantage to catch a glimpse of what was going on. In Canton, the local sections of the Municipal Council appear to raise the necessary funds in their own way. There is no uniform rule. In some cases, the members of the Council impose a rate of four months' rent on each shop—one-half to be paid by the tenant, and one-half to be paid by the owner of the shop. In the future there is every reason to hope that big fires will be rarer than in the past.

NOTICELESS ROBBERY.

A big burglary was committed here a few nights ago. A dwelling of a comparatively wealthy family was entered by robbers; the inmates were terrified into silence; and the ruffians carried off everything valuable. Nobody seems to take any special interest in these nocturnal episodes, except of course the robbers and the robbed. The Chinese very often say 'To go to the officials with

one's troubles in such cases is only to make a bad matter worse.' Yet I have never seen so many policemen or soldiers sitting and lounging about the city as recently, most of whom are armed with revolvers. It is difficult to know what these guardians of the peace do in return for the privilege of 'eating the Emperor's rice.'

MUNICIPAL EFFORT IN SOUTH HUNAN.

Some mission work, which has been recently attempted in the South of the famous Hunan Province, has been for the time completely uprooted. The attempt which had been quietly and successfully made to introduce Christianity into this Province has hitherto met with no marked opposition. But suddenly everything is changed. No violence has been offered to the persons of any one concerned, but a sudden attack has been made on the houses of the native Christians, of whom there are 'several tens,' by which most of them are rendered homeless. Moreover, so complete is the boycott that no one dares to have any communication whatever either with the foreign missionary or the native Christians. The Canton officials have no jurisdiction over this province; consequently the whole matter has, I hear, been referred to Shanghai.

FRANCE ON THE RIVER STEAMERS.

On Saturday last there was a case of suicide from the *s.s. Hankow* as she was going up to Canton; and, on Thursday, what appeared to be a bogus attempt. Both were Chinese. One would think that if a man must commit suicide, he would prefer some less round about way than going on board a steamer to do it. The case on Thursday, it was thought, was not intended to be successful. The man could swim like a fish and when picked up, twenty minutes after his first plunge was quite fresh and vigorous. When a man is hauled up out of the water he presents rather a woe-begone appearance. Furthermore, he tells a tale of much pitiful wretchedness and poverty that the kindly disposed among the Chinese passengers pass around the hat. In some cases \$50 are subscribed. On Thursday, however, this was now allowed. The man was rightly secured, and on the steamer's arrival at Canton, was handed over to the native police. It is probable that he will now have to pay \$50 instead, which will no doubt make him more careful next time.

A TIT-BIT IN A CHINESE NEWSPAPER.

By the bye, do you read the Chinese native papers? One sometimes meets a good deal about the sound character and considerable extent of the Chinese national education. Those who write panegyrics on the intellectual attainments of the Chinese should read the native daily papers. These papers are prepared for the educated; for only the latter can understand them. The following tit-bit appeared a day or so ago in a leading position in the *Southern Times*. It was in no sense a 'story.' A master undertaker who had a beautiful wife was suddenly taken dangerously ill. She went to 'a shrine' to pray for his recovery. When she returned she administered some tea to the sick man, who gradually recovered. Now for the sequel. The writer proceeds, in very graphic and realistic language, to describe certain frequent and 'mysterious' ascriptions between the 'beautiful wife' and a 'half head-dread man who wore a yellow head-dread and a black flowing robe.' When this came to the knowledge of the convalescent husband, he commanded his slaves to secure the adulterer, but every attempt was fruitless. The husband was distracted and knew not what to do, when, by chance, a friend from a distant province suggested that a famous wizard whom he knew—a specialist, in fact—should be employed. The gentleman was hired, paid a handsome sum, and set to work. To make a long description of wonderful feats short, the wizard captured the demon, and imprisoned him in a water-jar. Although shut up in this somewhat narrow and uncomfortable prison, the demon was still very refractory and haughty, whereupon the wizard applied 'fire and thunder' to him—but to no purpose. The victor then sealed up the vanquished in the water-jar, and removed it to a desert place. Here the demon must remain until some one accidentally breaks the jar, in which case the wizard has arranged that the monster shall 'go straight to Hell!'

(From an Occasional Correspondent.)

Canton, June 22.

SHIPPING REGULATIONS.

The enclosed rules for the anchorage of vessels were, after mature deliberation, circulated amongst the concerned in English and in Chinese in March last, and an attempt was made by the Foreign Customs to enforce them; but as the people did not approve of them, threatening notices were put up (as your Correspondent wrote at the time) offering rewards for the heads of foreigners. One notice, I believe, was found by the Commissioner of Customs in the pocket of his coat, offering Tls. 1200 for his head. Application was made to the high Chinese officials for a sufficient force to regulate the Harbour, and to carry out the rules, but they were unable to bring a sufficient force to control the lawless mob, and so the rules are still in abeyance. We are often told that the Chinese are a law-abiding people, easily governed, &c., &c.; but this incident shows the utter want of proper Government in China and that the officials are of no use except for the purpose of preying on the inefficient trader, retarding of emigrants, and the widow and the orphan.

THE HEALTH OF THE NEOPHITES.

The drooping of the canal at the back of the Shanmen progresses very slowly. We have had European children suffering from small-pox and diphtheria, and a Foreign resident in your Civil Hospital at present suffering from typhoid fever. We do not hear much of the plague; it has probably gone, to return again next year.

THE TEA TRADE.

Fifty thousand boxes of Scented Capers have gone forward already this season. This shows that in spite of all the boasted superiority of the Indian tea there is a market for China-grown tea; and if the Inland and Foreign Customs' export duties were removed, or, at least, considerably modified, Chinese tea would still be profitable to the producers and Foreign exporters.

CONFIRMATION OF A STEAM-RAVING.

Strange stories are in circulation about the destruction of a steam launch, the property of a Hongkong Chinaman. But when we know that one of the judges or confederates was a gentleman who had for years a seat at the hospital table of one of your public institutions—that over which Capt. Lathbridge at present presides (Victoria Gaol)—we ought to be assured that justice was done. This gentleman acts as an international lawyer for the Canton officials; he has for years a seat at the hospital table of one of your public institutions—that over which Capt. Lathbridge at present presides (Victoria Gaol)—we ought to be assured that justice was done. This gentleman acts as an international lawyer for the Canton officials; he has for years a seat at the hospital table of one of your public institutions—that over which Capt. Lathbridge at present presides (Victoria Gaol)—we ought to be assured that justice was done. 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Insurances.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.
TYPHOON INSURANCE.

THE above Company are prepared to accept RISKS on BUILDINGS against Loss or Damage by Typhoons, at Moderate Rates.

For Particulars, apply to:
W. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.
Hongkong, June 8, 1896. 1169

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894,
£11,071,018 2s. 2d.
Authorized Capital, £3,000,000 0s. 0d.
Subscribed Capital, £2,750,000 0s. 0d.
Paid-up Capital, £2,410,992 7s. 3d.
Revenue Fire Branch, £1,646,886 18s. 7d.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co.,
Agents.

13 July, 1896. 1300

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Underwritten, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING,
Praya Central.

1421

Intimations.

Keating's Powder Kills
Keating's Powder Kills
Keating's Powder Kills
Keating's Powder Kills
Keating's Powder Kills

Bugs,
Flies,
Moths,
Beetles.

But is Harmless to Animals.
But is Harmless to Animals.
But is Harmless to Animals.
But is Harmless to Animals.
But is Harmless to Animals.

It is Unusual in destroying FLIES, BEES, COCKROACHES, BEETLES, MOTHS IN FURS, and every other species of insect. Specimens will find that the powder is for destroying flies in the dog, as also in the cat's ear.

THE PUBLIC are CAUTIONED that every package of the genuine powder bears the signature of THOMAS KEATING without which it is not genuine and is sold in bottles and tins only.

Proprietor THOMAS KEATING, London.

KOWLOON HOTEL.

NEAR THE GODOWN WHARF.

SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

ROOMS TO LET WITHOUT BOARD.

KEGELBAHN

AND

AMERICAN BOWLING ALLEYS.

BAR AND BILLIARDS.

LUIZ M. LOBO, Manager.

Hongkong, May 9, 1896. 968

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands unobstructed views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day \$ 4.00
One person, per month \$ 90.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
Extra Bedroom, per month \$40 to 60.00
For further Particulars, apply to THE MANAGER, New Victoria Hotel.

Hongkong, April 4, 1896. 725

GRIMAULT'S SYRUP

OF

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation, where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship *Haitan*,
Capt. ROACH, will be
despatched for the above
Ports TO-MORROW, the 26th Inst., at
Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, June 24, 1896. 1275

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Edgar*,
Capt. BARR, will be
despatched as above on
FRIDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 18, 1896. 1185

FOR YOKOHAMA AND KOBE.

The Steamship *Ocean*,
Capt. H. POSENER, will be
despatched for the above
Ports on SATURDAY, the 27th Instant, at
Noon.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, June 23, 1896. 1376

FOR SINGAPORE, HAVRE AND

HAMBURG.
(Calling at NAUEN for Landing Passengers if sufficient inducement offers).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship *Gorda*,
Capt. T. ELLER, will be
despatched for the above
Ports on SATURDAY, the 27th Instant, at
4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, June 18, 1896. 1243

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEMULPO AND SIMONOSEKI.

(Taking through Cargo to VLADIVOSTOK, transhipment at SHANGHAI).

The Steamship *Sakuma Maru*,
Capt. F. L. SOMMER, will
be despatched as above
on SATURDAY, the 27th Inst., at 5 p.m.

This Steamer is specially fitted up with Superior Accommodation for Passengers.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, June 22, 1896. 1268

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kutsum*,
Capt. GEO. PAYNE, will
be despatched as above
on MONDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 22, 1896. 1270

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

The Chartered Steamship *Osborn*,
Capt. P. KETTER, will be
despatched for the above
Ports on MONDAY, the 29th Instant, at
5 p.m.

For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, June 22, 1896. 1267

CHINA NAVIGATION COMPANY, LIMITED.

FOR MELBOURNE.

The Steamship *Tanaka*,
Capt. G. BARNES, will be
despatched on TUESDAY, the 30th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine Room.

A Refrigerating Chamber ensures the supply of fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted through-out with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1896. 1235

MILBURN LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Hankow*,
Capt. ORR, will be
despatched for the above
Port at Noon, on FRIDAY, the 26th July,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 19, 1896. 1208

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Adriatic*,
Capt. STEVENSON, will be
despatched as above on
MONDAY, the 6th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 18, 1896. 1244

Shipping.

Steamers.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY (DIRECT) AND ADELAIDE.

The Steamship *Guthrie*,
Capt. McARTHUR, will
be despatched for the
above Ports on THURSDAY, the 2nd
July.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, June 19, 1896. 1249

SHIRE LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

The Steamship *Curmerthenaire*,
Capt. SKEWELL, will be
despatched for the above
Ports on FRIDAY, the 3rd July, at Noon,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 23, 1896. 1160

JAPAN-EUROPE LINE.

STEAM FOR
SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, LONDON AND
ANTWERP.

The Co.'s Steamship *Kagoshima Maru*,
Capt. TAKEMOTO, will be
despatched for the above
Ports on about the 7th July, instead of
the Chartered Steamship *Balmoral* as previously advertised.

For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, June 20, 1896. 1201

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Peking*,
H. L. ALLEN, Comm'r, will
be despatched as above
on FRIDAY, the 10th July, at 5 p.m.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, June 20, 1896. 1263

Sailing Vessels.

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Socotra*,
Rome, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1052

FOR NEW YORK.

The 3/3 A.T. American Ship *Manuel Flagler*,
Capt. SMITH, will load here
for the above Port and will
have quick despatch.

For Freight, apply to
SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. Dainties and STOWAGES carried.

HONGKONG TO NEW YORK, \$550.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATIONS).

Victoria, 3.167 Saturday July 11.
Olympia, 2.608 Wednesday July 29.
Branan, 3.601 Sunday Aug. 16.
Tacoma, 2.540 Thursday Sept. 3.
Victoria, 3.167 Monday Sept. 21.
Olympia, 2.608 Friday Oct. 2.

THE Steamship *VICTORIA*, Captain A. GORDON, sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, June 23, 1896. 1270

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki),
Kobe, Inland Sea, Yokohama and Honolulu).....

THURSDAY, June 25, at noon.
SUNDAY, July 12, at daylight.

WEDNESDAY, July 29, at noon.
Yokohama and Honolulu)

THE U. S. Mail Steamship *OHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 26th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, where passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, or the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 24, 1896. 1171

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Nagasaki),
Kobe, Inland Sea, Yokohama and Honolulu).....

SATURDAY, July 4, at daylight.
TUESDAY, July 21, at noon.

COGNIE (via Nagasaki),
Kobe, Inland Sea, Yokohama and Honolulu).....

TUESDAY, Aug. 8, at noon.
Yokohama and Honolulu)

THE Steamship *Belgia* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th July, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 23, 1896. 1270

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *KAISAR-I-HIND*,
Capt. C. L. DANIEL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *GALEONIA*, leaving that port on the 24th JULY, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 18, 1896. 1242

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS).
JAVA-HONGKONG-YOKOHAMA-KOBE-AMOI-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.
S.S. *Gerrard*, June 29.
S.S. *Federatia*, July 12.
S.S. *Cassius*, August 5.

TO JAPAN.
S.S. *Cassius*, June 29.
S.S. *Gerrard*, July 12.
S.S. *Federatia*, August 5.

General Agents for China & Japan: LAUTS, WEGENER & Co.
Hongkong, June 4, 1896. 429

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.		Section.	
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.	10. From Kowloon Island to North Point.	11. Jardine's Wharf.
2. From Gas Works to the Harbour Master's Office.	8. From Blue Buildings to East Point.	9. From Kowloon Island to North Point.	
3. From Harbour Master's Office to the P. and O. Co.'s Office.	9. From Kowloon Island to North Point.		
4. From P. and O. Co.'s Office to Paddocks Wharf.			
5. From Paddocks Wharf to the Naval Yard.			

Vessel's Name.	Flag.	Reg.	Tons.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers.							
Activ	Den.	str.	319	June 16	A. R. Marty	K'loon Dock	
Albion	Brit.	str.	1150	June 23	Chinese		
Anker Head	Brit.	str.	1256	June 10	Dodwell, Carill & Co.	K'loon Dock	
Anandale	Brit.	str.	2533	June 24	Hui Shan Kaisha		
Apenrade	Brit.	str.	673	June 20	Johnson & Co.		
Australian	Brit.	str.	1549	June 8	Gibb, Livingston & Co.		
Azamor	Brit.	str.	2655	June 23	O. S. S. Co.		
Belgie	Brit.	str.	1452	June 21	Gibb, Livingston & Co.		
Benhar	Brit.	str.	1335	June 23	Gibb, Livingston & Co.		
Benhar	Brit.	str.	986	June 21	Harting, Bushman & Meuzell		
Benhar	Brit.	str.	2400	June 19	P. M. S. Co.		
Ching Ping	Chil.	str.	1049	June 24	Carlowitz & Co.		
Chitragong	Brit.	str.	1240	June 15	Shewan & Co.		
Clara	Ger.	str.	663	June 23	Johnson & Co.		
Empress of India	Brit.	str.	3903	June 23	Canadian Pacific Railway Co.	Vancouver, B.C.	1st prox.
Faunang	Brit.	str.	1410	June 23	Jardine, Matheson & Co.		
Faunang	Brit.	str.	1508	June 24	C. M. S. Co.		
Gorda	Brit.	str.	2350	June 24	Johnson & Co.	Singapore	27th inst.
Glenora	Brit.	str.	1424	June 13	Jardine, Matheson & Co.		
Hatan	Brit.	str.	1163	June 21	Douglas Steamship Co.	Joat Ports	Co-morrow
Hohensollern	Ger.	str.	3288	June 21	Melchers & Co.		
Hongkong	Brit.	str.	337	June 16	A. R. Marty		
Kong Kong	Brit.	str.	1497	June 20	Yuen Fat Hong		
Katana	Brit.	str.	1311	June 18	Jardine, Matheson & Co.		
Loe So	Brit.	str.	1040	June 23	Butterfield & Swire		
Loyal	Brit.	str.	1237	June 23	Johnson & Co.		
Lycemou	Brit.	str.	1238	June 24	Johnson & Co.		
Mascotte	Brit.	str.	2018	June 21	Bradley & Co.		
Montana	Brit.	str.	125	June 13	Order		
Namoa	Brit.	str.	131	June 21	Douglas Steamship Co.	Swatow, &c.	K'loon Dock
Onapa	Brit.	str.	1311	June 18	Dodwell, Carill & Co.		
Onapa	Brit.	str.	1828	June 23	Johnson & Co.		
Onapa	Brit.	str.	1787	June 11	Jardine, Matheson & Co.		
Orono	Brit.	str.	1321	June 22	Gibb, Livingston & Co.		
Phra Chula Chom Klao	Brit.	str.	1012	June 20	Yuen Fat Hong		
Prometheus	Brit.	str.	3339	June 23	Butterfield & Swire		
Propantia	Brit.	str.	1390	June 23	Johnson & Co.		
Propantia	Brit.	str.	935	June 18	Bradley & Co.		
Strathlyn	Brit.	str.	1588	June 19	Johnson & Co.		
Strathlyn	Brit.	str.	1510	June 14	Dodwell, Carill & Co.		
Sultan	Brit.	str.	1351	June 19	Johnson & Co.		
Tai Chi	Brit.	str.	892	June 10	Yuen Fat Hong		
Tai Lee	Brit.	str.	817	June 10	Yuen Fat Hong		
Wingsang	Brit.	str.	1517	June 22	Jardine, Matheson & Co.		
Yuen Fat	Brit.	str.	1150	June 22	Jardine, Matheson & Co.		
Sailing Vessels.							
Columbus	Ger.	sh.	1420	May 23	Melchers & Co.		
Commodore R. H. Allen	Amer.	sh.	2216	May 23	Standard Oil Co.		
Congo	Span.	sh.	300	June 18	Captain		
Conqueror	Amer.	sh.	1847	June 10	Jardine, Matheson & Co.		
Elisabeth	Ger.	sh.	147	June 17	Wieder & Co.		
Ellen Galt	Brit.	sh.	408	May 18	Johnson & Co.		
Harland	Brit.	sh.	1394	May 22	Standard Oil Co.		
Isaac Reed	Amer.	sh.	1479	June 19	Arnold, Karberg & Co.		
John Bailey	Amer.	sh.	—	May 30	Order		
Lucile	Amer.	sh.	1349	Mar. 28	Captain		
Manuel Laguna	Amer.	sh.	1650	April 27	Captain		
Retriever	Amer.	sh.	75	April 3	Captain		
Selena	Amer.	sh.	1311	June 12	Johnson & Co.		
Sarona	Brit.	sh.	1324	June 12	Captain		
Scotch Lion	Brit.	sh.	1923	June 19	Melchers & Co.		
Spinaway	Brit.	sh.	30	June 21	Johnson & Co.		
Sitram	Amer.	sh.	1590	April 26	Wieder & Co.		
T. F. Oakes	Brit.	sh.	1556	May 4	Standard Oil Co.		
Wandering Jew	Amer.	sh.	1395	June 6	Captain		
Nichols	Amer.	sh.	1650	Sept. 17	Captain		

Merchants' Steamships on the China Station.

Name.	Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral	twinscrew cruiser 2nd class	3600	21	7000	Captain Robert L. Groome	Singapore
Admiral	destroyer 3rd class	1700	12	3100	Commander F. G. De Lisle	Shanghai
Admiral	destroyer 3rd class	1700	12	2900	Commander C. E. Kingman	Shanghai
Centurion	twinscrew battle ship	10,000	41	13,000	Captain Spencer H. Logie	Shanghai
Daphne	gunboat 1st class	1140	16	1400	Commander A. C. Galloway	Shanghai
Edgar	twinscrew cruiser 1st class	7350	8	10,000	Capt. William H. Henderson	Shanghai
Elk	g-b. 3rd class	365	8	240	Comd. H. P. Barton	Shanghai
Firebrand	gunboat 1st class	465	8	450	Lieut. Comd. Vernon Maud	Shanghai
Humber	towship	1600	—	80	Commander E. Z. Kelly	Shanghai
Immortalité	armoured cruiser	6000	34	8500	Captain Edward Chichester	Shanghai
Lioness	gunboat 2nd class	750	8	1050	Commander R. O. Sparks	Shanghai
Narcissus	armoured cruiser	6400	34	8500	Captain H. E. Lang	Shanghai
Pescadore	gunboat 1st class	750	1	1200	Lieut. Comd. H. J. D. Laxton	Shanghai
Pigmy	gunboat 1st class	3600	21	7000	Capt. Henry C. Bigge	Shanghai
Plover	gunboat 1st class	750	1	1200	Lieut. Spencer V. Y. de Homay	Shanghai
Porpoise	gunboat 3rd class	1770	16	5500	Capt. Wm. O. C. Forsyth	Shanghai
Rainbow	gunboat 1st class	3600	21	7000	Lieut. Comd. Hugh Oatesworth	Shanghai
Rattler	gunboat 1st class	710	10	1200	Lieut. Comd. E. H. Grafton	Shanghai
Redpoll	gunboat 1st class	805	10	1200	Lieut. Comd. E. H. Grafton	Shanghai
Spartan	twinscrew cruiser 2nd class	3800	21	7000	Captain Alfred L. Winslow	Shanghai
Swift	gunboat 2nd class	755	8	1010	Commander R. K. McAlpine	Shanghai
Tamar	gunboat 1st class	2447	16	240	—	Shanghai
Tweed	gunboat 1st class	755	8	240	—	Shanghai
Undaunted	armoured cruiser	5500	31	8500	Captain John S. Hallifax	Shanghai
Victor Emmanuel	gunboat 1st class	6157	14	—	Commander Boyes	Shanghai
Waver	gunboat 1st class	2750	12	1450	—	Shanghai

Torpedo Boat to Reserve No. 8, 20, 25, 33, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Buller, C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	4950	32	6000	Captain Elchaninoff	Viadivostok
Admiral Nachinoff	Russian cruiser	7781	32	9500	Captain Kashirinoff	Viadivostok
Albatross	Austrian gunboat	650	5	400	—	Viadivostok
Albatross	Russian gunboat	810	2	730	—	Viadivostok
Alger	French cruiser	4380	30	8000	Captain Parengo	Yokohama
Arcona	German cruiser	2370	18	2400	Captain A. Sarnow	Yokohama
Asio	French gunboat	475	4	450	Commander Journot	Yokohama
Bayard	French gunboat	6910	28	450	Commander Fortin	Yokohama
Beaumont-Bouapré	Portuguese gunboat	492	5	450	Capt. A. T. Da Costa e Silva	Yokohama
Bobra	Russian cruiser	950	13	1150	Captain Molas	Yokohama
Boston	U. S. cruiser	3400	8	3500	Captain F. Wildes	Yokohama
Castilla	Spanish cruiser	2290	22	4400	Capt. Enrique Sanabria	Yokohama
Comble	French gunboat	435	4	600	Capt. Maude	Yokohama
Detroit	U. S. cruiser	2000	12	5400	Commander John Stark Newell	Yokohama
Dimity Donkoff	Russian cruiser	6000	16	7300	Captain Wittholt	Yokohama
Don Antonio de Ulloa	Spanish cruiser	1130	14	1300	Commander R. P. de Bonares	Yokohama
Don Juan de Austria	French cruiser	3535	19	4800	Captain Bayle	Yokohama
Duguay Trouin	Russian gunboat	400	9	3500	—	Yokohama
Gaidamak	Spanish gunboat	1200	—	—	Capt. Ramon Rochiquet Freijillo	Yokohama
General Alava	Russian gunboat	1490	12	1300	Capt. Bouchonoff	Yokohama
Graefshof	German gunboat	480	4	240	Capt. Lion. Braun	Yokohama
Imperator Nicolai I	Russian cruiser	8800	32	8000	Capt. F. Rothenberg	Yokohama
Irene	German cruiser	4400	22	8000	Capt. de Bois	Yokohama
Italy	French cruiser	4380	30	8000	Captain Rives	Yokohama
Kaiser	German cruiser	7877	15	7800	Captain Zepf	Yokohama
Korietz	Russian ship	1280	9	2150	Capt. Lindstrom	Yokohama
Komoran	Russian cruiser	1540	8	2800	Captain Brinkman	Yokohama
Kreier	Russian ship	1330	12	1200	Capt. Beklemishev	Yokohama
Lion	French gunboat	500	6	500	Lieut. Comd. Guuchet	Yokohama
Lutin	French gunboat	490	4	500	Lieut. Comd. Guuchet	Yokohama
Machia	U. S. cruiser	1080	16	1600	Commander Houston	Yokohama
Manila	Spanish transport	1067	2	1000	Captain Vimora	Yokohama
Mandehur	Russian ship	1200	9	1400	Commander Podolski	Yokohama
Mercury	U. S. ship	1370	6	800	Cm. Reisinger	Yokohama
Minerva	U. S. ship	5900	14	13,500	Captain J. J. Read	Yokohama
Orizaba	Russian gunboat	1490	12	2000	Captain Burek	Yokohama
Prinzess Alva	Russian cruiser	5250	28	8000	Captain Rothemann	Yokohama
Prinzess Alva	French gunboat	545	8	450	Captain Rothemann	Yokohama
Prinzess Alva	German cruiser	4400	22	6000	Lieut. Comd. Videt	Yokohama
Prinzess Alva	Spanish cruiser	3090	19	4500	Captain von H. W. W. W.	Yokohama
Rurik	Russian 1st class cruiser	10,350	43	18,500	Captain Kregget	Yokohama
Rurik	Russian gunboat	560	13	1130	Captain Burek	Yokohama
Rurik	German cruiser	2150	16	2100	Captain Burek	Yokohama
Rurik	French gunboat	450	4	420	Captain Burek	Yokohama
Rurik	U. S. cruiser	1700	10	8500	Commander Houston	Yokohama
Rurik	Russian cruiser	1350	19	1470	Captain Kregget	Yokohama

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

Vessel's Name.	Flag & Reg.	Destination.
Canton	Brit. str.	—
Chihli	Brit. str.	—
Inventory	Brit. str.	—
Lokang	Brit. str.	—

In port on June 20, 1896.

Vessel's Name.	Flag & Reg.	Destination.
Clara	German	—
Dante	German	—
Formosa	British	—
Germania	German	—

In port on June 20, 1896.

Vessel's Name.	Flag & Reg.	Destination.
Rawa	Brit. sh.	—
Troop	Brit. sh.	—

In port on June 18, 1896.

Vessel's Name.	Flag & Reg.	Destination.
Airline	British	—
Glengarry	British	—
Guthrie	British	—
Krim	Norwegian	—

In port on June 19, 1896.

Vessel's Name.	Flag & Reg.	Destination.
Caledonia	French	—
Canton	British	—
Cass	Chinese	—
Changon	British	—

Vessel's Name.	Flag & Reg.	Destination.
Chowchow	German	—
Dordogne	French	—
Fuping	Chinese	—
Fushun	Chinese	—

Vessel's Name.	Flag & Reg.	Destination.
Hankow	British	—
Hsinfeng	Chinese	—
Kaim-i-Hind	British	—
Kiangwan	Chinese	—

Vessel's Name.	Flag & Reg.	Destination.
Kobe Maru	Japanese	—
Kutwo	British	—
Kwang Lee	Chinese	—
Kwangtung	British	—

Vessel's Name.	Flag & Reg.	Destination.
Lieushing	British	—
Mefco	Chinese	—
Pakhoi	British	—
Palawan	British	—

Vessel's Name.	Flag & Reg.	Destination.
Prinz Heinrich	German	—
Pyrrhus	British	—
Shashi	British	—
Smith	Chinese	—

Vessel's Name.	Flag & Reg.	Destination.
Saul	British	—
Tamsai	British	—
Toonang	Chinese	—
Tungchow	British	—
Winghong	British	—

Vessel's Name.	Flag & Reg.	Destination.
Wessing	British	—
Xing	British	—

Vessel's Name.	Flag & Reg.	Destination.
Aida	Amer. bgt.	—
Aliso Mary	Brit. bgt.	—
Comet	Nica. bgt.	—
O. S. Bement	Amer. sh.	—

Vessel's Name.	Flag & Reg.	Destination.</
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